Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UWWW

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

UFN ILS rwy 23 u/s.

General Info

Samara, RUS
N 53° 30.1' E 50° 09.3' Mag Var: 10.2°E
Elevation: 477'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 uses DST

Runway Info

Runway 05-23 8360' x 197' concrete
Runway 15-33 9846' x 148' concrete

Runway 05 (51.0°M) TDZE 477'
  Lights: Edge
Runway 15 (150.0°M) TDZE 415'
  Lights: Edge, ALS
Runway 23 (231.0°M) TDZE 410'
  Lights: Edge, ALS
Runway 33 (330.0°M) TDZE 388'
  Lights: Edge, ALS

Communications Info

ATIS **134.9** Non-English
ATIS **134.1**
Samara Start Tower **124.0** Secondary
Samara Start Tower **118.2**
Samara Taxiing Ground Control **124.0** Secondary
Samara Taxiing Ground Control **119.0**
Samara Approach 2 Approach Control **118.7**
Samara Approach 1 Approach Control **124.6**
Samara Approach 1 Approach Control **124.0** Secondary
Samara Krug Radar **128.0**
Samara Krug Radar **124.0** Secondary
Samara Transit Operations **131.6** MF

Notebook Info

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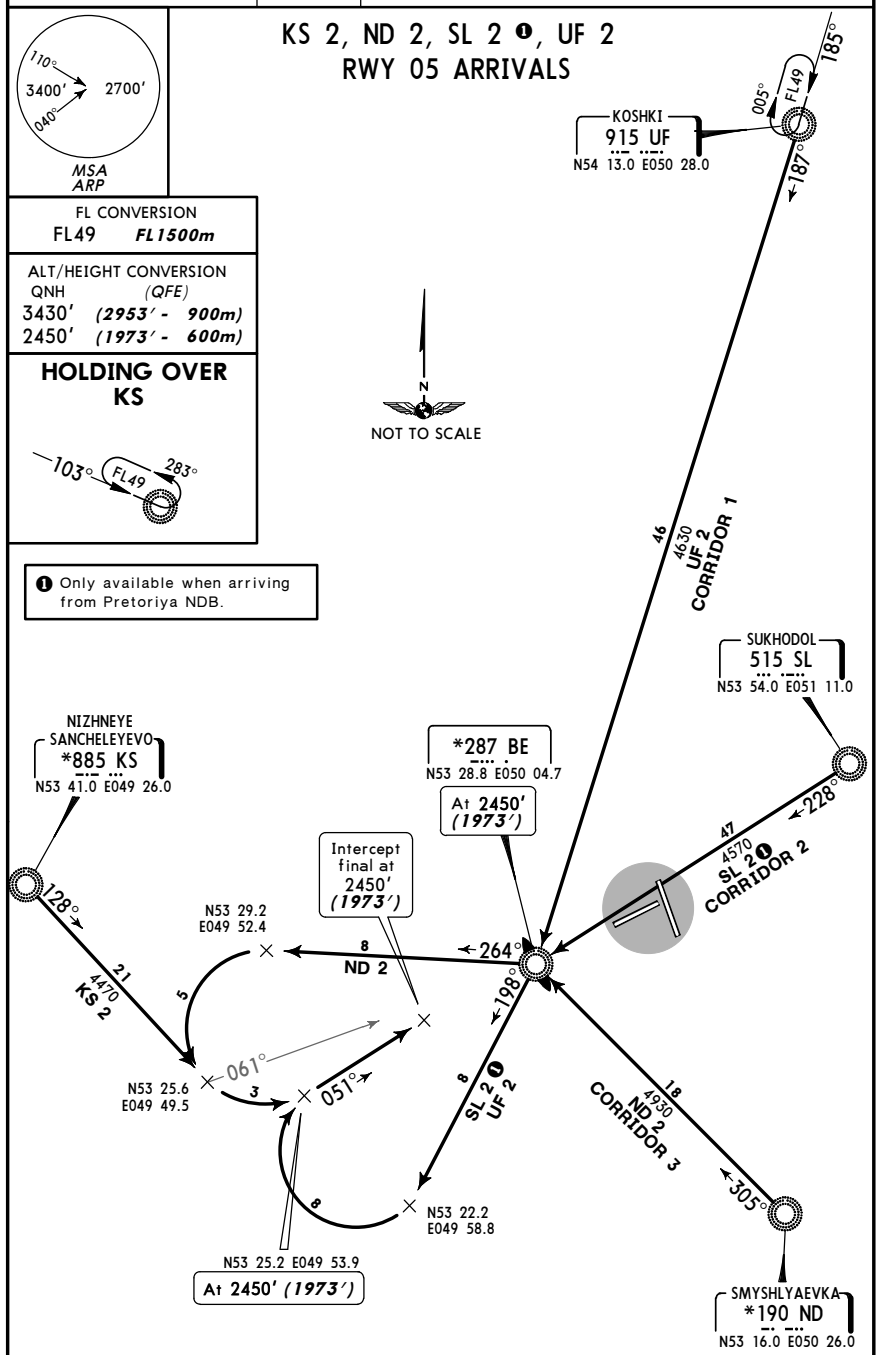
KURUMOCH

JEPPESEN
3 JUL 09 (10-2)

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(2953′)* FL by ATC.



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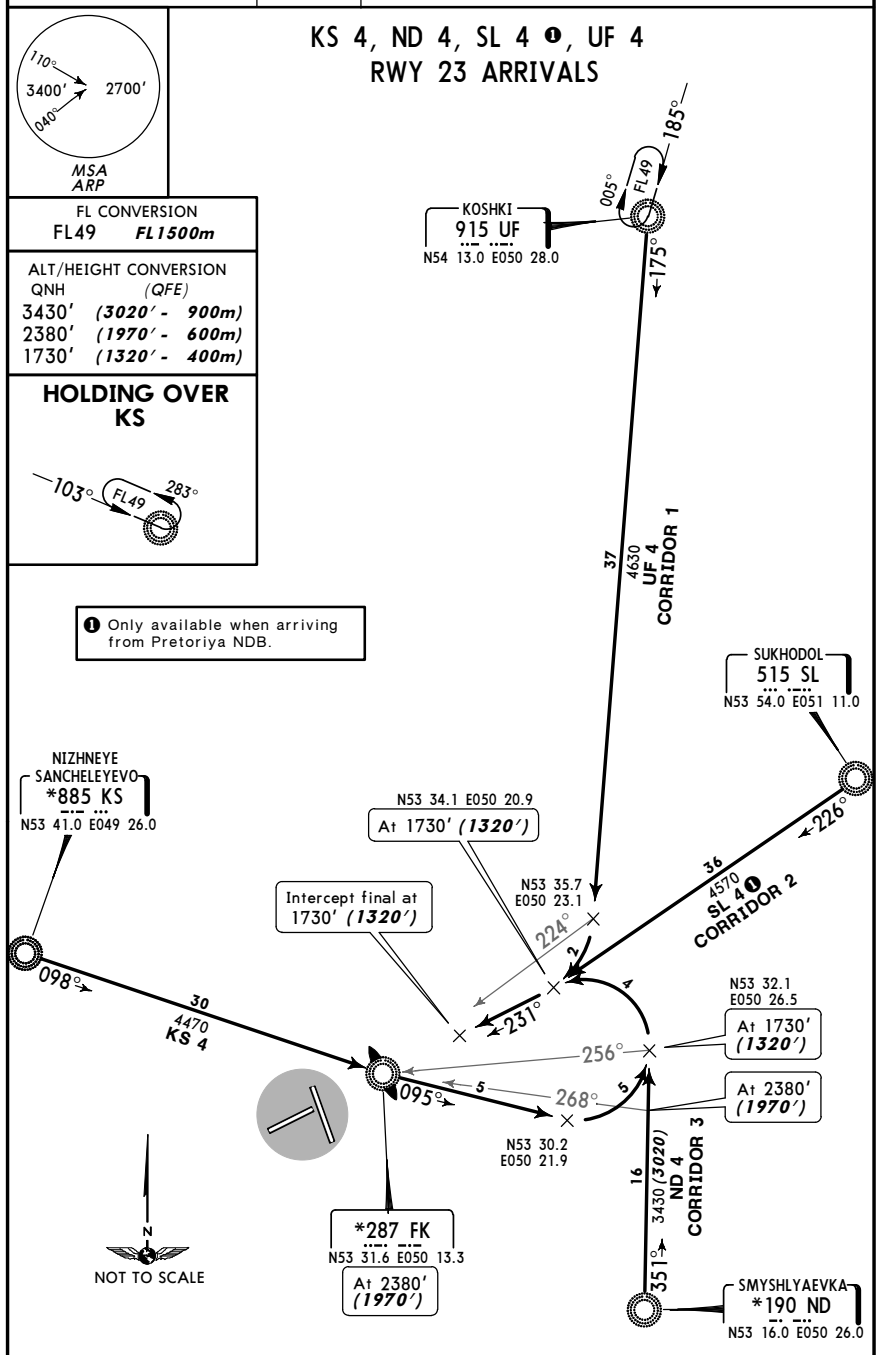
JEPPESEN
3 JUL 09 (10-2A)

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3020′)* FL by ATC.



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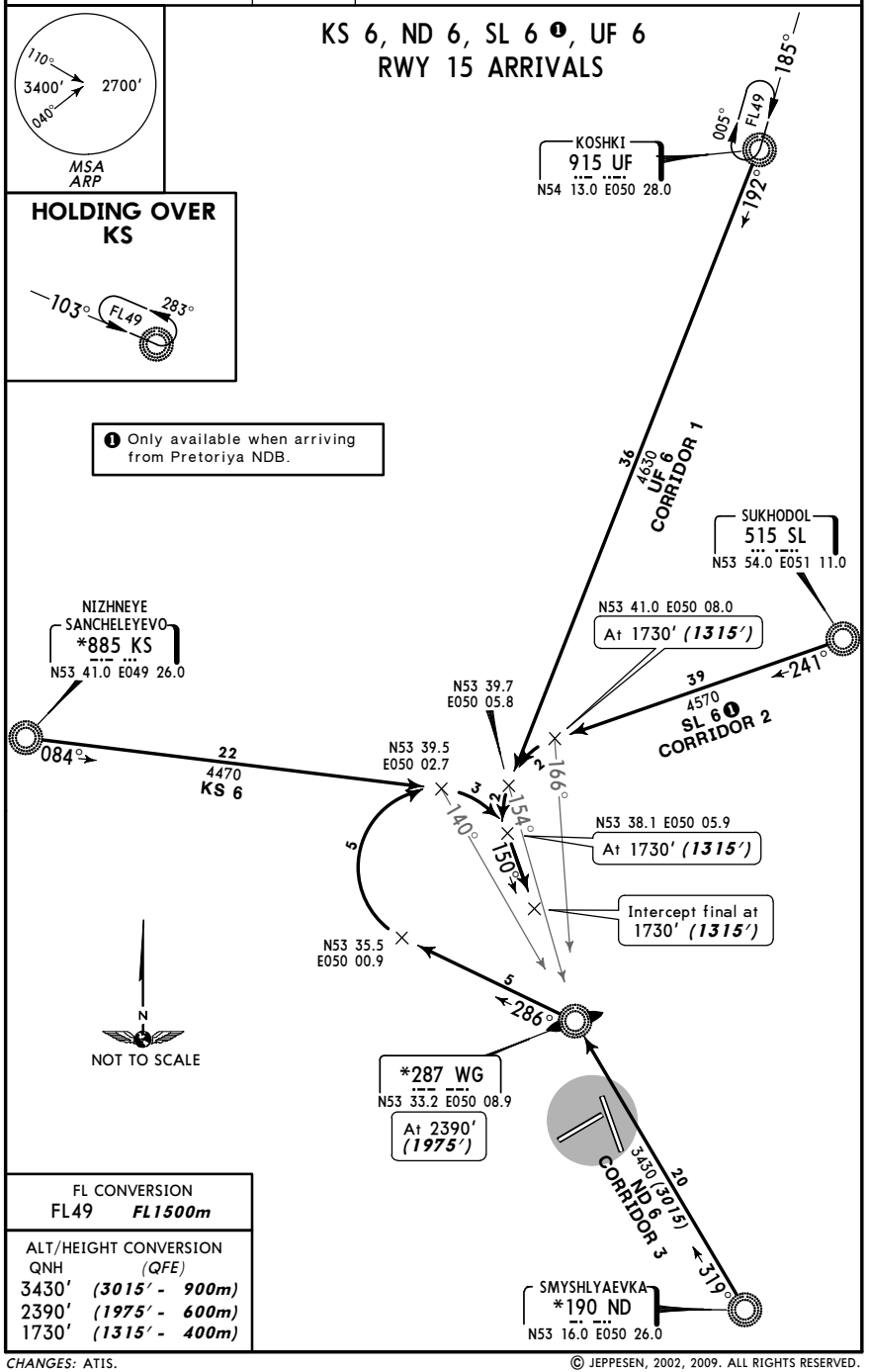
JEPPESEN
3 JUL 09 (10-2B)

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3015)* FL by ATC.



FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	*(3015′ - 900m)*
2390′	*(1975′ - 600m)*
1730′	*(1315′ - 400m)*

CHANGES: ATIS.

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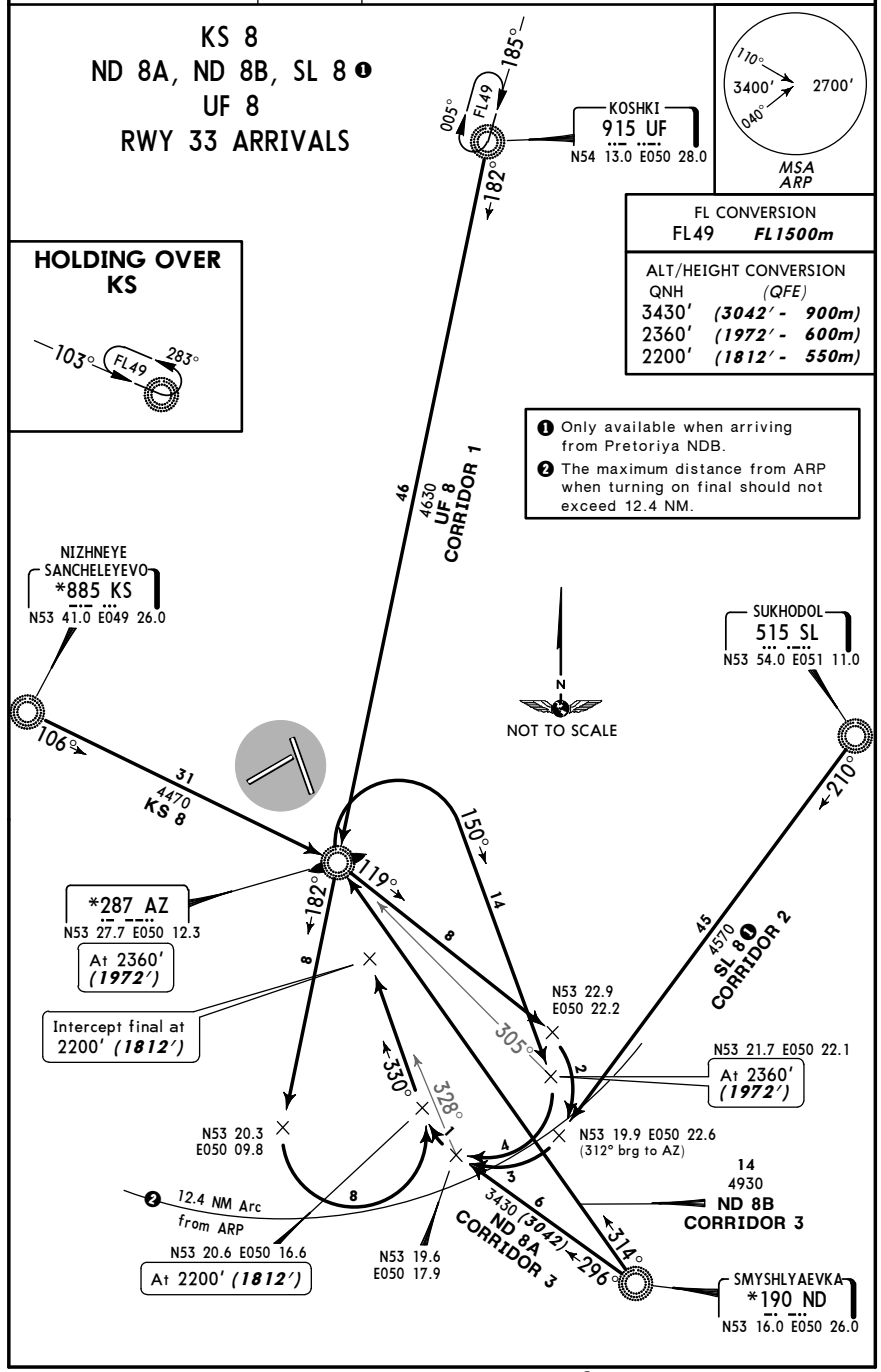
JEPPESEN
3 JUL 09 (10-2C)

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.1 (Russian 134.9)	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3042′)* FL by ATC.



FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	*(3042′ - 900m)*
2360′	*(1972′ - 600m)*
2200′	*(1812′ - 550m)*

CHANGES: ATIS.

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UWWW/KUF KURUMOCH

JEPPESEN 18 AUG 06 (10-3) Eff 31 Aug

SAMARA, RUSSIA

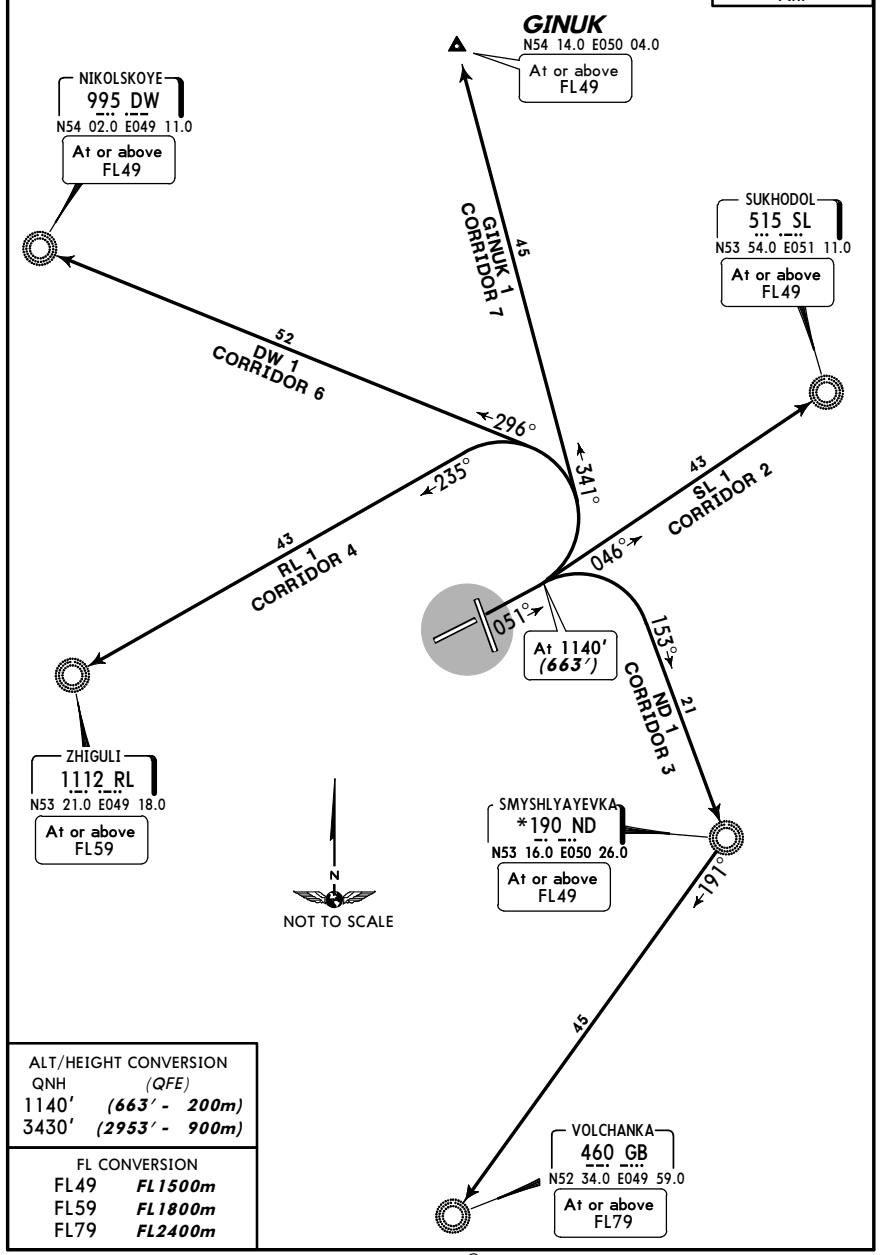
SID

Apt Elev 477′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3430′ ***(2953′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.

MSA ARP: 110° 3400′, 040° 2700′

DW 1, GINUK 1, ND 1, RL 1, SL 1 RWY 05 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1140′	***(663′ - 200m)***
3430′	***(2953′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: SID VANUK 1 renamed GINUK 1.

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JEPPESEN 18 AUG 06 (10-3A) Eff 31 Aug

SAMARA, RUSSIA

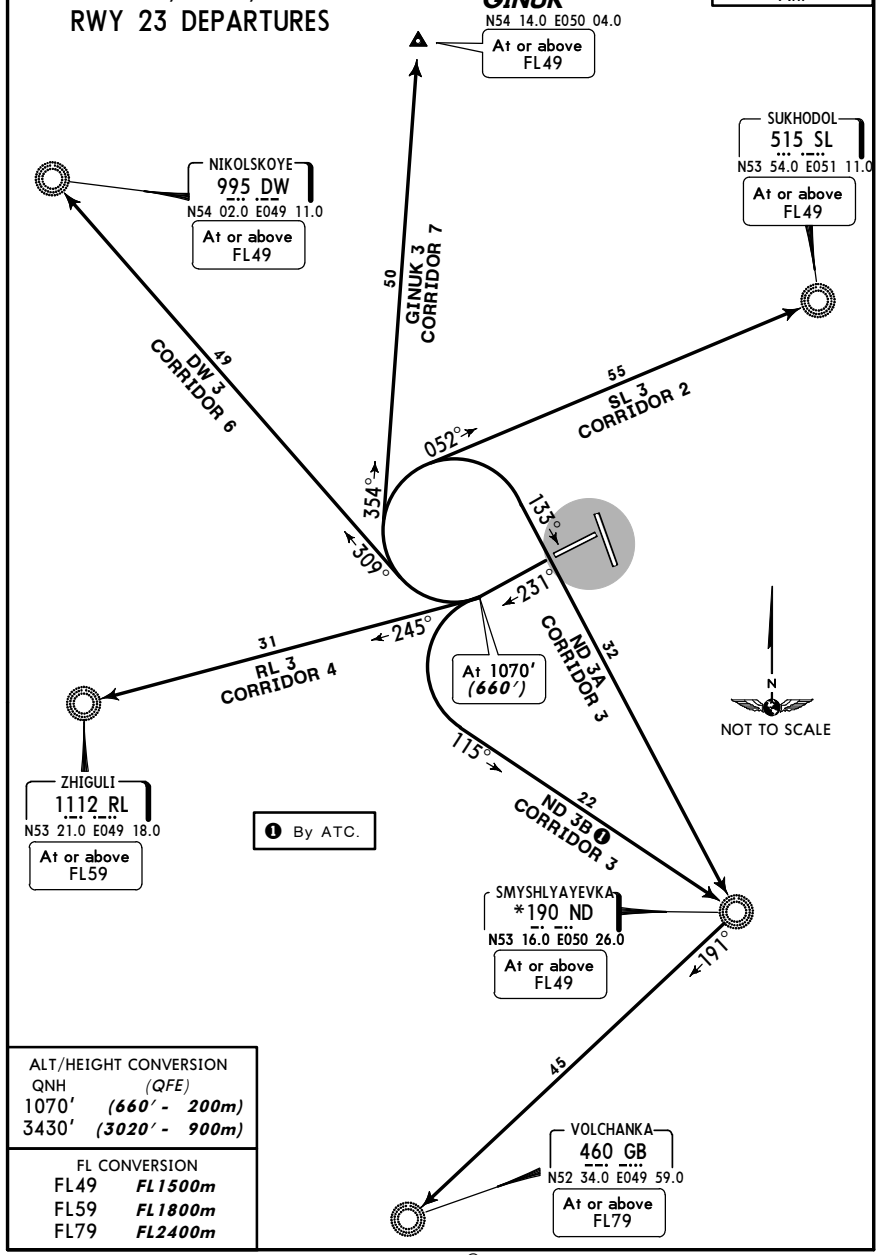
SID

Apt Elev 477′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3430′ ***(3020′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.

MSA ARP: 110° 3400′, 040° 2700′

DW 3, GINUK 3, ND 3A ND 3B ❶, RL 3, SL 3 RWY 23 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	***(660′ - 200m)***
3430′	***(3020′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: SID VANUK 3 renamed GINUK 3.

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UWWW/KUF KURUMOCH

JEPPESEN 18 AUG 06 (10-3B) Eff 31 Aug

SAMARA, RUSSIA

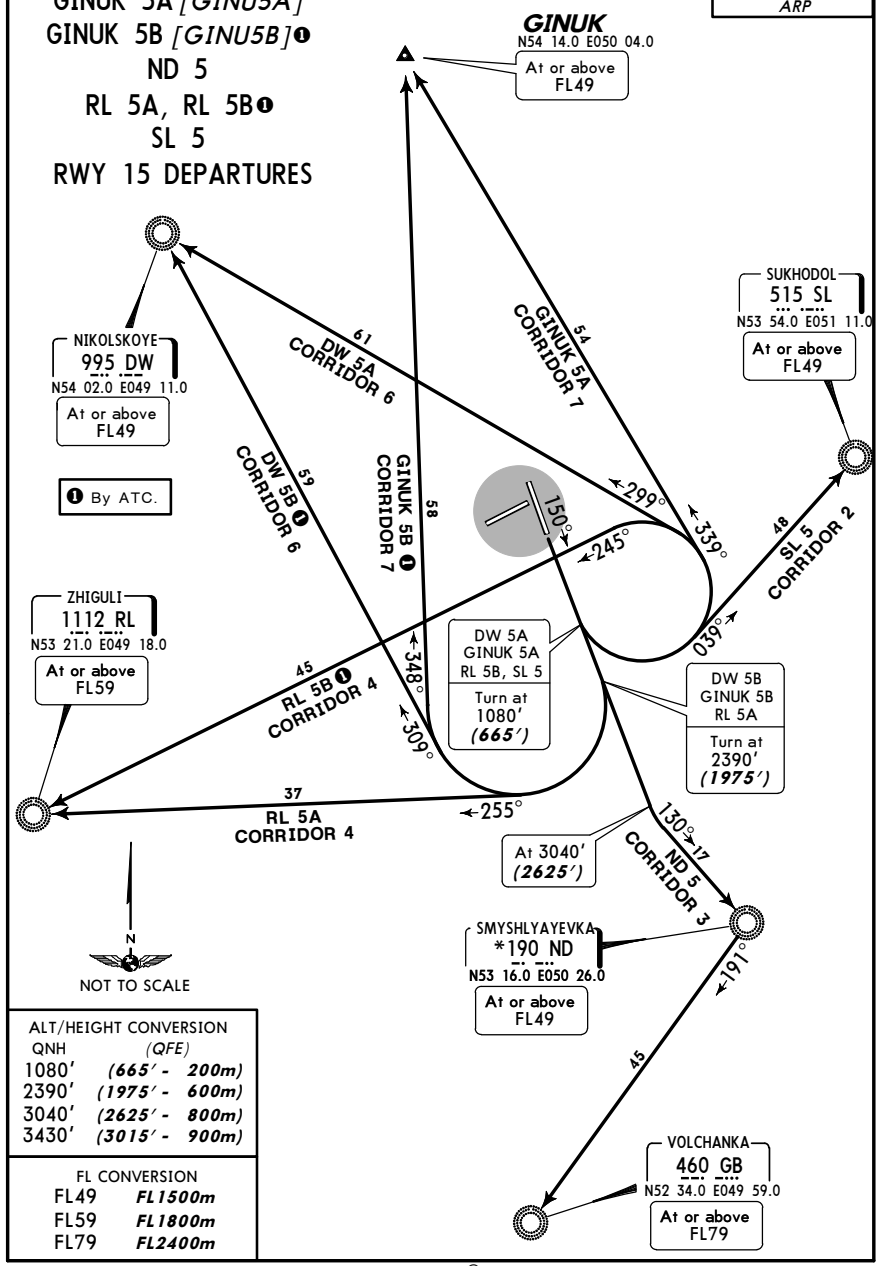
SID

Apt Elev 477′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3430′ ***(3015′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.

MSA ARP: 110° 3400′, 040° 2700′

DW 5A, DW 5B❶ GINUK 5A *[GINU5A]* GINUK 5B *[GINU5B]*❶ ND 5 RL 5A, RL 5B❶ SL 5 RWY 15 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1080′	(665′ - 200m)
2390′	(1975′ - 600m)
3040′	(2625′ - 800m)
3430′	(3015′ - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m

CHANGES: SIDs VANUK 5A, 5B renamed GINUK 5A, 5B.

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JEPPESEN 18 AUG 06 (10-3C) Eff 31 Aug

SAMARA, RUSSIA

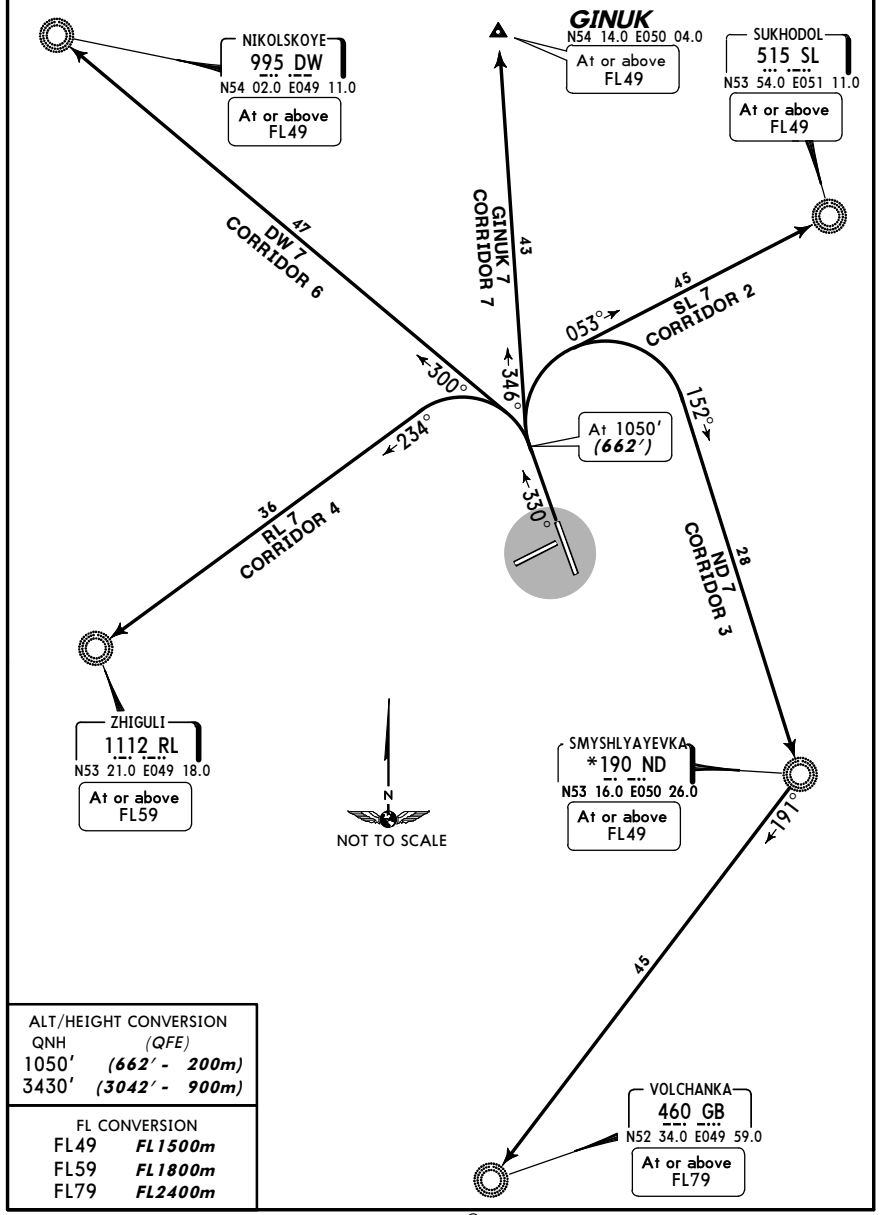
SID

Apt Elev 477′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3430′ ***(3042′)***
Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.

MSA ARP: 110° 3400′, 040° 2700′

DW 7, GINUK 7, ND 7, RL 7, SL 7 RWY 33 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1050′	(662′ - 200m)
3430′	(3042′ - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m

CHANGES: SID VANUK 7 renamed GINUK 7.

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NOISE ABATEMENT

LOCAL TIME - 4 = UTC(Z)

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.
Overflying of Samara City and Beryeza during approach phase is prohibited.

DEPARTURES

Restrictions

Take-off with tailwind component up to 5m/sec is allowed under following conditions:
- runway is dry or damp
- friction coefficient is 0.5 or more
- crosswind component is not more than 5m/sec.

During take-off from both runways it is necessary to follow strictly the departure procedure to avoid overflying the residential areas.
Between 2300-0700LT take-off shall usually be carried out on runways 05 and 15.
Special take-off procedures shall be carried out on runways 23 and 33.

Runway 15

Take-off/departure along corridor 3 based on a straight ahead climb up to 3040′ (2625′ - 800m) before turning towards the corridor.
Take-off/departure along corridor 4 based on a straight ahead climb up to 2390′ (1975′ - 600m) before turning towards the corridor.
Take-off/departure along corridor 7 is by ATC permission only and based on a straight ahead climb up to 2390′ (1975′ - 600m) before turning towards the corridors.

RUN-UP TESTS

Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.

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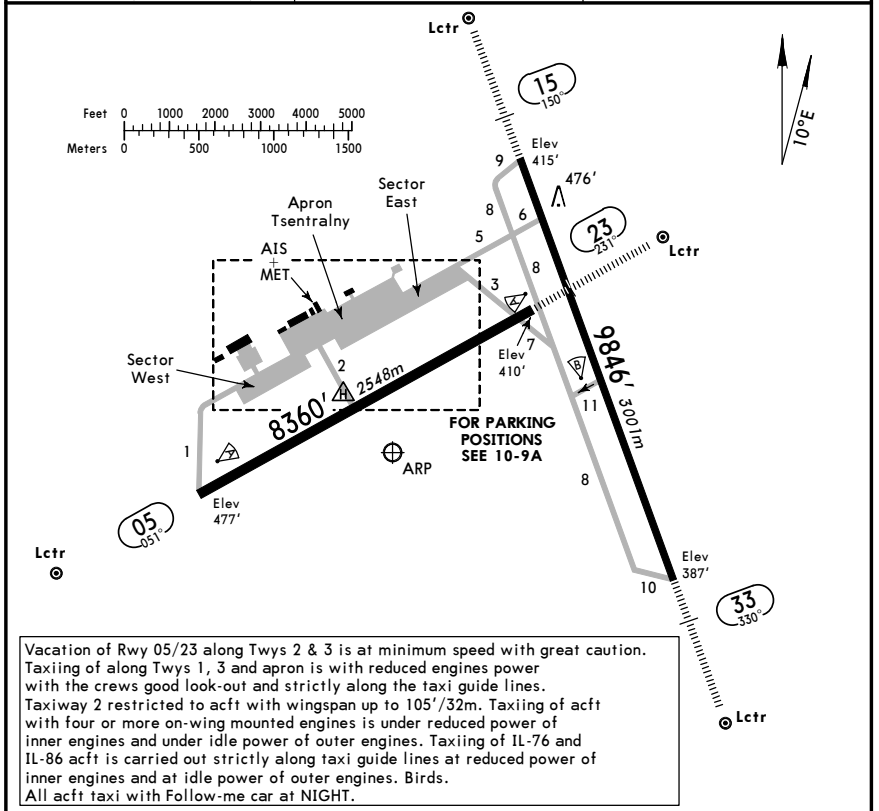
ATIS	SAMARA Taxiing (GND)	Start (TWR)
134.1 (Russian 134.9)	119.0	118.2



Vacation of Rwy 05/23 along Twys 2 & 3 is at minimum speed with great caution.
Taxiing of along Twys 1, 3 and apron is with reduced engines power with the crews good look-out and strictly along the taxi guide lines.
Taxiway 2 restricted to acft with wingspan up to 105′/32m. Taxiing of acft with four or more on-wing mounted engines is under reduced power of inner engines and under idle power of outer engines. Taxiing of IL-76 and IL-86 acft is carried out strictly along taxi guide lines at reduced power of inner engines and at idle power of outer engines. Birds.
All acft taxi with Follow-me car at NIGHT.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶		HIRL *(60m)*		RVR				197′ *60m*
	23	HIRL *(60m)*	HIALS PAPI-L (angle 2.67°)	RVR		7084′ *2159m*		
15		HIRL *(60m)*	HIALS PAPI-L (angle 2.67°)	RVR		9056′ *2760m*		148′ *45m*
	33	HIRL *(60m)*	HIALS	RVR		8571′ *2612m*		

❶ Use of rwy 05/23 by IL-62 acft with mass more than 130 tons is prohibited.

TAKE-OFF

	AIR CARRIER (JAA) All Rwys: LVP must be in force, RCLM (DAY only) or RL	AIR CARRIER (JAA) All Rwys: RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

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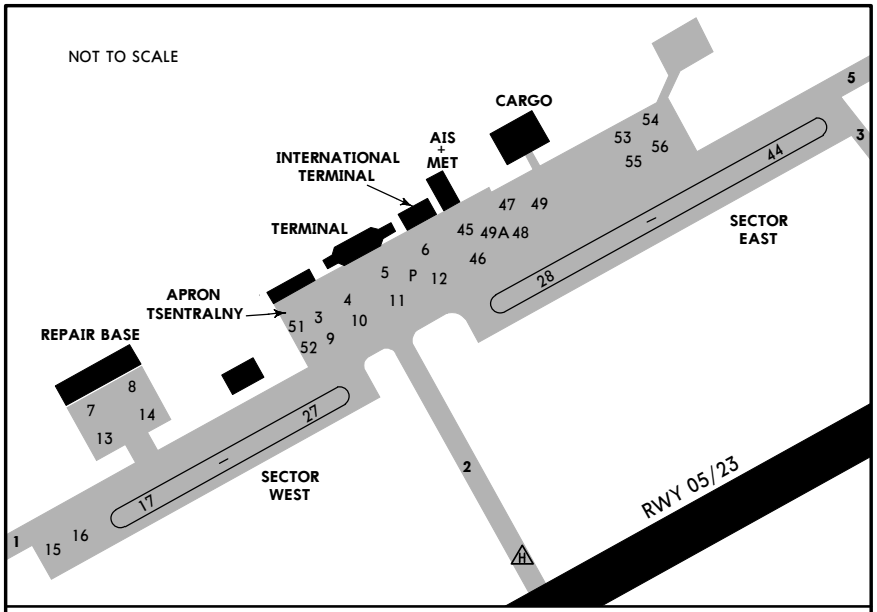
UWWW/KUF

JEPPESEN
3 JUL 09 (10-9A)

SAMARA, RUSSIA
KURUMOCH



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
22, 23	N53 30.3 E050 08.7	29	N53 30.4 E050 09.2
24, 25	N53 30.3 E050 08.8	30, 31	N53 30.5 E050 09.2
26	N53 30.3 E050 08.9	32, 33	N53 30.5 E050 09.3
27	N53 30.4 E050 08.9		
28	N53 30.4 E050 09.1		

Stands 15 and 16 available for run-up.
Stands 53 thru 56 available for helicopters.
Taxiing under own engines power is prohibited for IL-76 and IL-86 acft on the apron segment between stands 15 thru 27. It shall be carried out by towing only.

CHANGES: None.

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UWWW/KUF

JEPPESEN
3 JUL 09 (10-9S)

Standard

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	GNSS ❶	**890**′(413′) **R1500m**	**890**′(413′) **R1500m**	**890**′(413′) **R1900m**	**890**′(413′) **R1900m**
	NDB ❶	**890**′(413′) **R1900m**	**890**′(413′) **R1900m**	**890**′(413′) **R1900m**	**890**′(413′) **R1900m**
15	ILS	**615**′(200′)	**615**′(200′)	**615**′(200′)	**615**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS ❶	**930**′(515′) **R1500m**	**930**′(515′) **R1500m**	**930**′(515′) **R1600m**	**930**′(515′) **R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶	**770**′(355′) **R1000m**	**770**′(355′) **R1000m**	**770**′(355′) **R1200m**	**770**′(355′) **R1200m**
	ALS out	R1500m	R1500m	R1500m	R1500m
23	ILS	**610**′(200′)	**610**′(200′)	**610**′(200′)	**610**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS ❶	**890**′(480′) **R1500m**	**890**′(480′) **R1500m**	**890**′(480′) **R1500m**	**890**′(480′) **R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB ❶	**760**′(350′) **R1000m**	**760**′(350′) **R1000m**	**760**′(350′) **R1200m**	**760**′(350′) **R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
33	ILS	**588**′(200′)	**588**′(200′)	**588**′(200′)	**588**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS ❶	**770**′(382′) **R1100m**	**770**′(382′) **R1100m**	**770**′(382′) **R1100m**	**770**′(382′) **R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**740**′(352′) **R1000m**	**740**′(352′) **R1000m**	**740**′(352′) **R1200m**	**740**′(352′) **R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 05, 15, 23, 33

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

CHANGES: Procedure designations.

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JEPPESEN 3 JUL 09 (10-9X)

JAA MINIMUMS

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	GNSS	**890′**(413′)	**890′**(413′)	**890′**(413′)	**890′**(413′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	NDB	**890′**(413′)	**890′**(413′)	**890′**(413′)	**890′**(413′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
15	ILS	**615′**(200′)	**615′**(200′)	**615′**(200′)	**615′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS	**930′**(515′)	**930′**(515′)	**930′**(515′)	**930′**(515′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**750′**(335′)	**750′**(335′)	**750′**(335′)	**750′**(335′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
23	ILS	**610′**(200′)	**610′**(200′)	**610′**(200′)	**610′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS	**890′**(480′)	**890′**(480′)	**890′**(480′)	**890′**(480′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**750′**(340′)	**750′**(340′)	**750′**(340′)	**750′**(340′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
33	ILS	**588′**(200′)	**588′**(200′)	**588′**(200′)	**588′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS	**770′**(382′)	**770′**(382′)	**770′**(382′)	**770′**(382′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**720′**(332′)	**720′**(332′)	**720′**(332′)	**720′**(332′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 05, 15, 23, 33

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

CHANGES: Minimums.

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JEPPESEN 3 JUL 09 (11-1)

SAMARA, RUSSIA
ILS or 2 NDB Rwy 15

BRIEFING STRIP TM

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

LOC IWG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 477′
*111.9	150°	1071′(656′)	615′(200′)	RWY 415′
NDB WG		Minimum Alt LOM	NDB MDA(H)	
*287		1080′(665′)	750′(335′)	

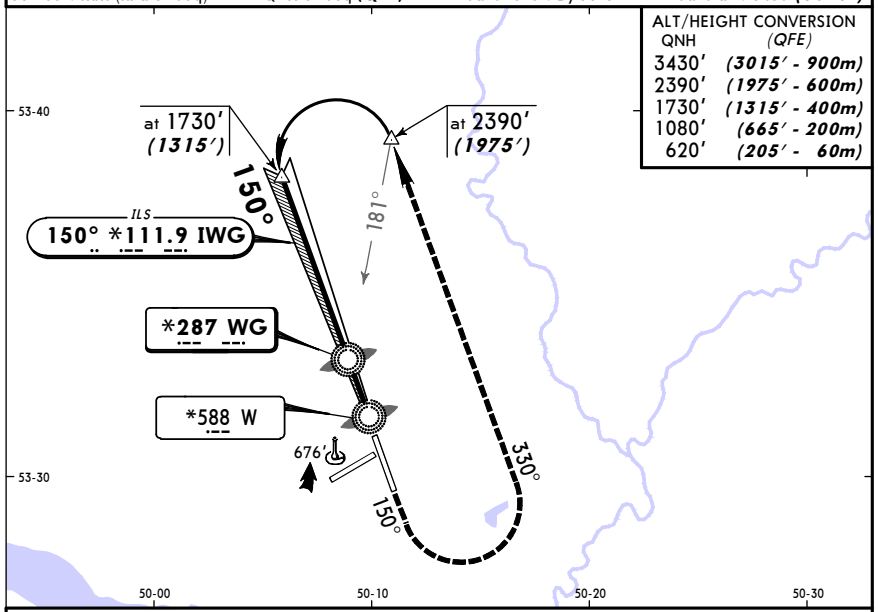
110° 3400′ 2700′ 040°
MSA ARP

MISSED APCH: Climb on 150° to 1080′(665′), then turn LEFT onto 330° climbing to 2390′(1975′), then according to chart.

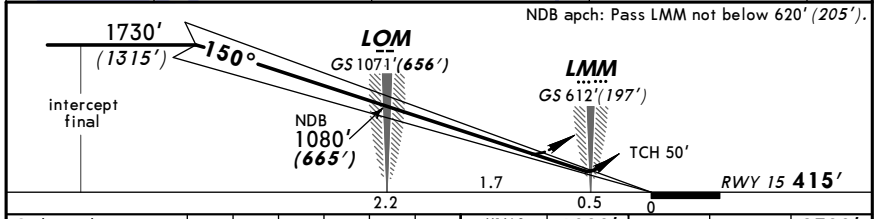
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3430′(3015′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3015′ - 900m)
2390′	(1975′ - 600m)
1730′	(1315′ - 400m)
1080′	(665′ - 200m)
620′	(205′ - 60m)



NDB apch: Pass LMM not below 620′(205′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS PAPI 1080′ (665′) on 150° 330° LT 2390′ (1975′)

STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 615′(200′) FULL	ILS DA(H) 615′(200′) ALS out	LOC (GS out)	NDB MDA(H) 750′(335′)	NDB MDA(H) 750′(335′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	1900m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: ATIS.

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UWWW/KUF KURUMOCH

JEPPESEN 3 JUL 09 (11-2)

SAMARA, RUSSIA ILS or 2 NDB Rwy 23

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

LOC IFK	Final Apch Crs	GS LOM	ILS DA(H)		
*109.7	231°	1066′(656′)	610′(200′)	Apt Elev 477′	
NDB FK		Minimum Alt LOM	NDB MDA(H)	RWY 410′	
*287		1070′(660′)	750′(340′)		

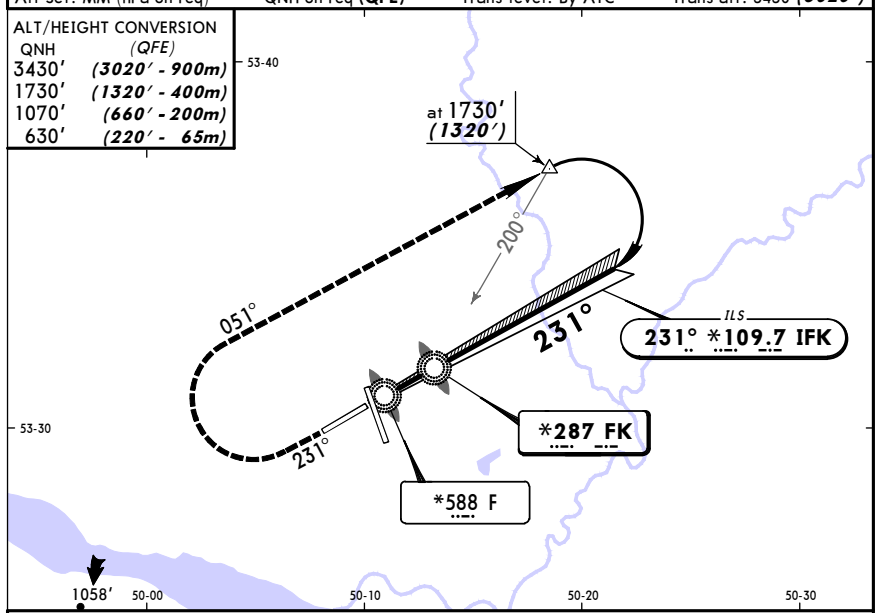
3400′ 2700′ 110° 040° MSA ARP

MISSED APCH: Climb on 231° to 1070′(660′), then turn RIGHT onto 051° climbing to 1730′(1320′), then according to chart.

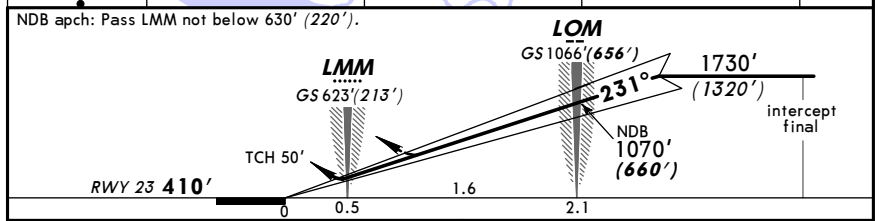
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430′(3020′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3020′ - 900m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)
630′	(220′ - 65m)



NDB apch: Pass LMM not below 630′(220′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS PAPI 1070′(660′) on 231° 051° RT 1730′(1320′)

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 610′(200′) FULL	ILS DA(H) 610′(200′) ALS out	LOC (GS out)	NDB MDA(H) 750′(340′)	NDB MDA(H) 750′(340′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: ATIS.

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UWWW/KUF KURUMOCH

JEPPESEN 3 JUL 09 (11-3)

SAMARA, RUSSIA ILS or 2 NDB Rwy 33

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

LOC IAZ	Final Apch Crs	GS LOM	ILS DA(H)		
*111.1	330°	1027′(639′)	588′(200′)	Apt Elev 477′	
NDB AZ		Minimum Alt LOM	NDB MDA(H)	RWY 388′	
*287		1030′(642′)	720′(332′)		

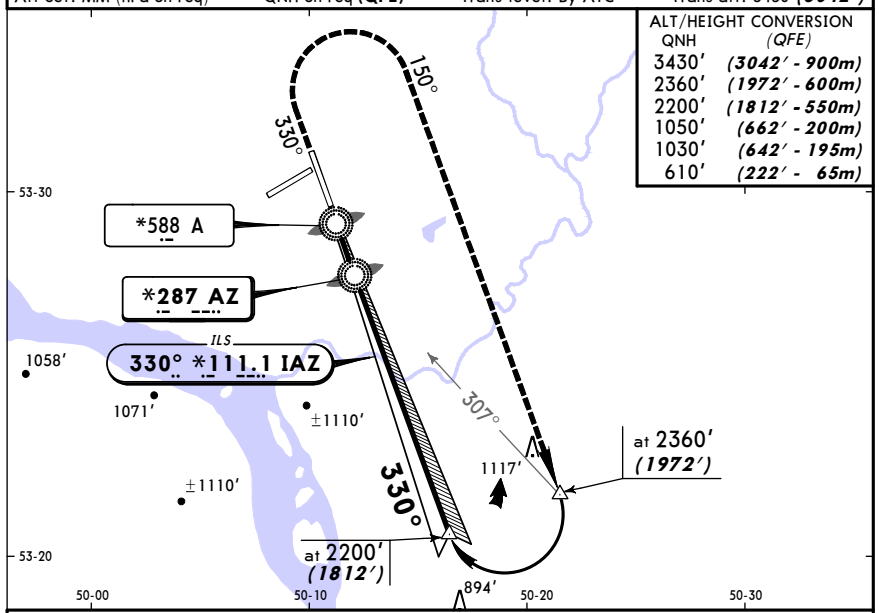
3400′ 2700′ 110° 040° MSA ARP

MISSED APCH: Climb on 330° to 1050′(662′), then turn RIGHT onto 150° climbing to 2360′(1972′), then according to chart.

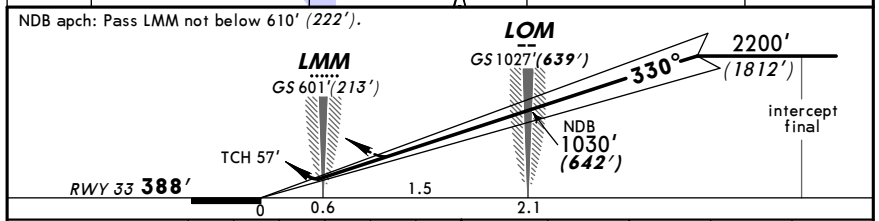
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430′(3042′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3042′ - 900m)
2360′	(1972′ - 600m)
2200′	(1812′ - 550m)
1050′	(662′ - 200m)
1030′	(642′ - 195m)
610′	(222′ - 65m)



NDB apch: Pass LMM not below 610′(222′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS 1050′(662′) on 330° 150° RT 2360′(1972′)

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 588′(200′) FULL	ILS DA(H) 588′(200′) ALS out	LOC (GS out)	NDB MDA(H) 720′(332′)	NDB MDA(H) 720′(332′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: ATIS.

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UWWW/KUF KURUMOCH

JEPPESEN 3 JUL 09 (12-1)

SAMARA, RUSSIA GNSS Rwy 05

BRIEFING STRIP

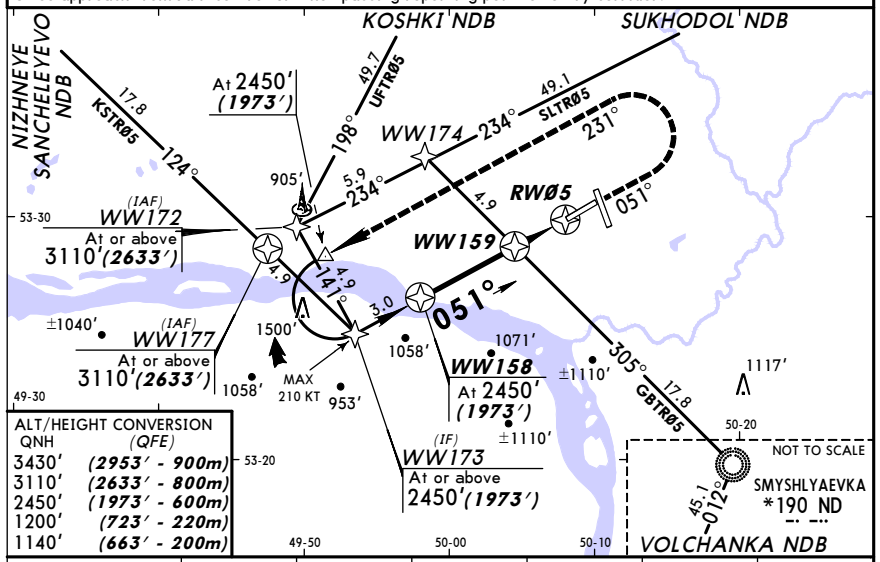
ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	051°	WW158 2450′(1973′)	890′(413′)	Apt Elev 477′ RWY 477′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 051° to 1140′(663′), then turn LEFT onto 231° climbing to 2450′(1973′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430′(2953′)
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

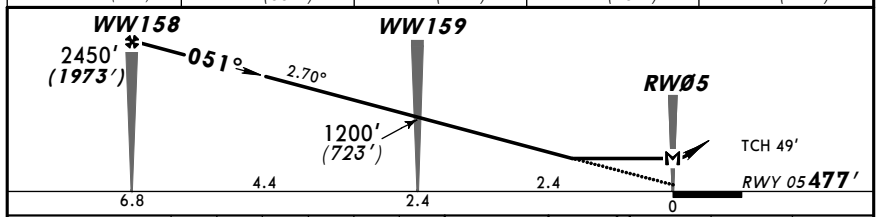


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2953′ - 900m)
3110′	(2633′ - 800m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)

DIST to WW159	3.2	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2120′(1643′)	1970′(1493′)	1810′(1333′)	1660′(1183′)	1510′(1033′)	1370′(893′)

DIST to RW05	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1140′(663′)	990′(513′)	840′(363′)	680′(203′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at RW05						

1140′ (663′) on 051° | 231° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY 05

MDA(H) 890′(413′)

PANS OPS

A	RVR 1500m VIS 1600m
B	
C	RVR 1800m VIS 2000m
D	

CHANGES: ATIS. Descent angle.

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UWWW/KUF KURUMOCH

JEPPESEN 3 JUL 09 (12-2)

SAMARA, RUSSIA GNSS Rwy 15

BRIEFING STRIP

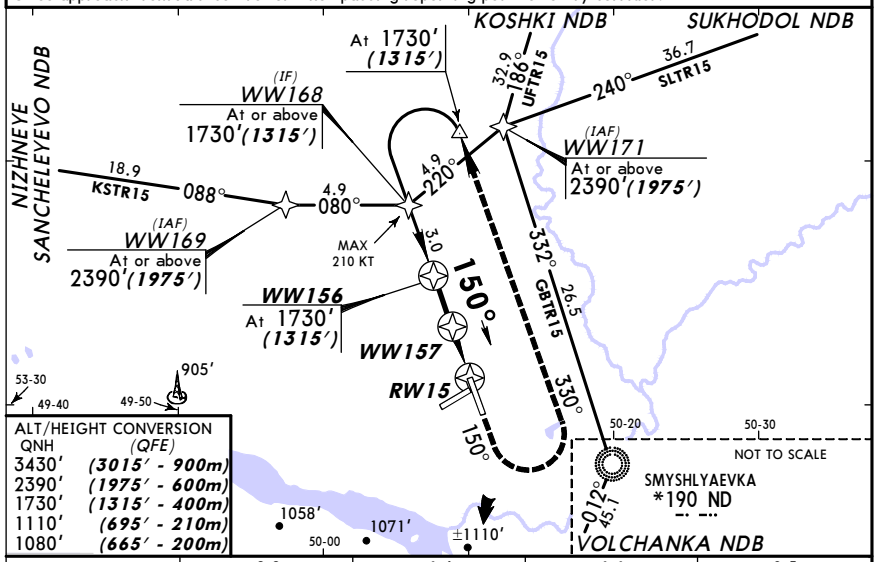
ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	150°	WW156 1730′(1315′)	930′(515′)	Apt Elev 477′ RWY 415′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 150° to 1080′(665′), then turn LEFT onto 330° climbing to 1730′(1315′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430′(3015′)
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

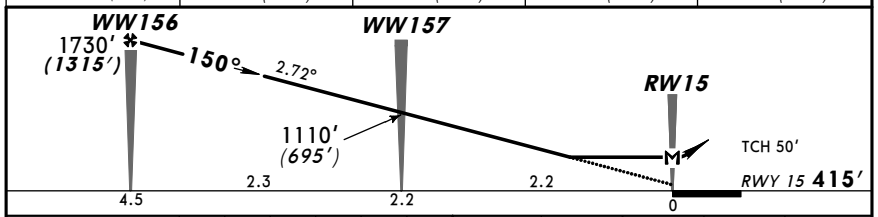


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3015′ - 900m)
2390′	(1975′ - 600m)
1730′	(1315′ - 400m)
1110′	(695′ - 210m)
1080′	(665′ - 200m)

DIST to WW157	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1720′(1305′)	1550′(1135′)	1400′(985′)	1260′(845′)

DIST to RW15	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1080′(665′)	930′(515′)	780′(365′)	620′(205′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.72°	337	433	481	577	674	770
MAP at RW15						

HIALS PAPI 1080′ (665′) on 150° | 330° LT | 1730′ (1315′)

STRAIGHT-IN LANDING RWY 15

MDA(H) 930′(515′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

CHANGES: ATIS. Descent angle.

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UWWW/KUF KURUMOCH

JEPPESEN 3 JUL 09 (12-3)

SAMARA, RUSSIA GNSS Rwy 23

BRIEFING STRIP

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

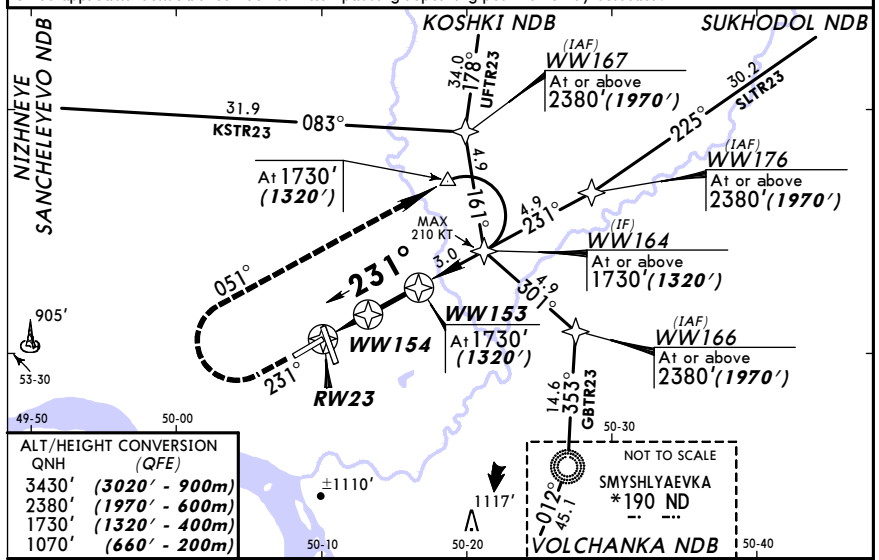
GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	231°	WW153 1730′(1320′)	890′(480′)	Apt Elev 477′ RWY 410′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 231° to 1070′(660′), then turn RIGHT onto 051° climbing to 1730′(1320′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′(3020′)

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

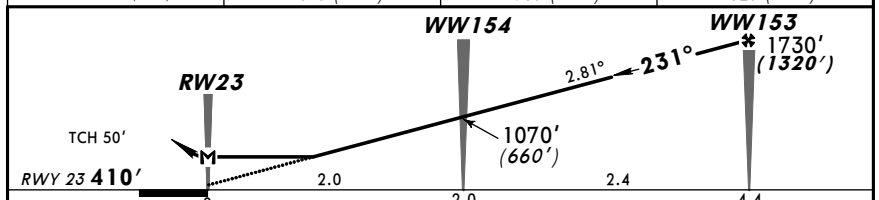


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3020′ - 900m)
2380′	(1970′ - 600m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)

DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220′(810′)	1370′(960′)	1530′(1120′)	1680′(1270′)

DIST to RW23	0.5	1.1	1.6
ALTITUDE (HAT)	610′(200′)	780′(370′)	920′(510′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.81°	348	447	497	596	696	795
MAP at RW23						

HIALS PAPI | 1070′(660′) on 231° | 051° RT | 1730′(1320′)

STRAIGHT-IN LANDING RWY 23

MDA(H) 890′(480′)

PANS OPS		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: ATIS. Descent angle.

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UWWW/KUF KURUMOCH

JEPPESEN 3 JUL 09 (12-4)

SAMARA, RUSSIA GNSS Rwy 33

BRIEFING STRIP

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

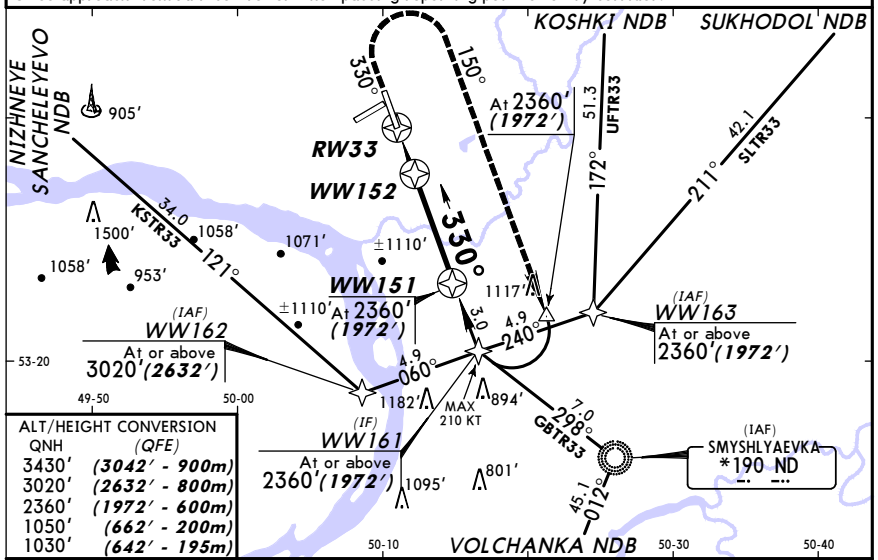
GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	330°	WW151 2360′(1972′)	770′(382′)	Apt Elev 477′ RWY 388′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 330° to 1050′(662′), then turn RIGHT onto 150° climbing to 2360′(1972′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′(3042′)

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

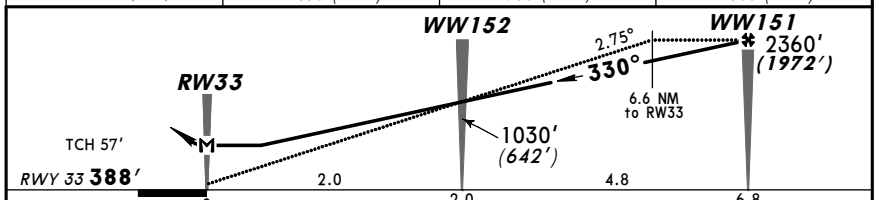


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3042′ - 900m)
3020′	(2632′ - 800m)
2360′	(1972′ - 600m)
1050′	(662′ - 200m)
1030′	(642′ - 195m)

DIST to WW152	0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)	1180′(792′)	1330′(942′)	1490′(1102′)	1640′(1252′)	1790′(1402′)	1950′(1562′)

DIST to RW33	0.5	1.1	1.6
ALTITUDE (HAT)	590′(202′)	750′(362′)	900′(512′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.75°	340	438	486	584	681	778
MAP at RW33						

HIALS | 1050′(662′) on 330° | 150° RT | 2360′(1972′)

STRAIGHT-IN LANDING RWY 33

MDA(H) 770′(382′)

PANS OPS		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	1200m	

CHANGES: ATIS. Descent angle.

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JEPPESEN
3 JUL 09 (16-1)

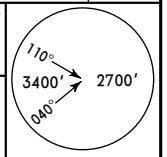
SAMARA, RUSSIA
2 NDB Rwy 05

BRIEFING STRIP

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.1 (Russian 134.9)	124.6	118.7	128.0	118.2	118.2	119.0

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 477′
BE *287	051°	LOM 1200′ (723′)	890′ (413′)	RWY 477′

MISSED APCH: Climb on 051° to 1140′ (663′), then turn LEFT onto 231° climbing to 2450′ (1973′), then according to chart.

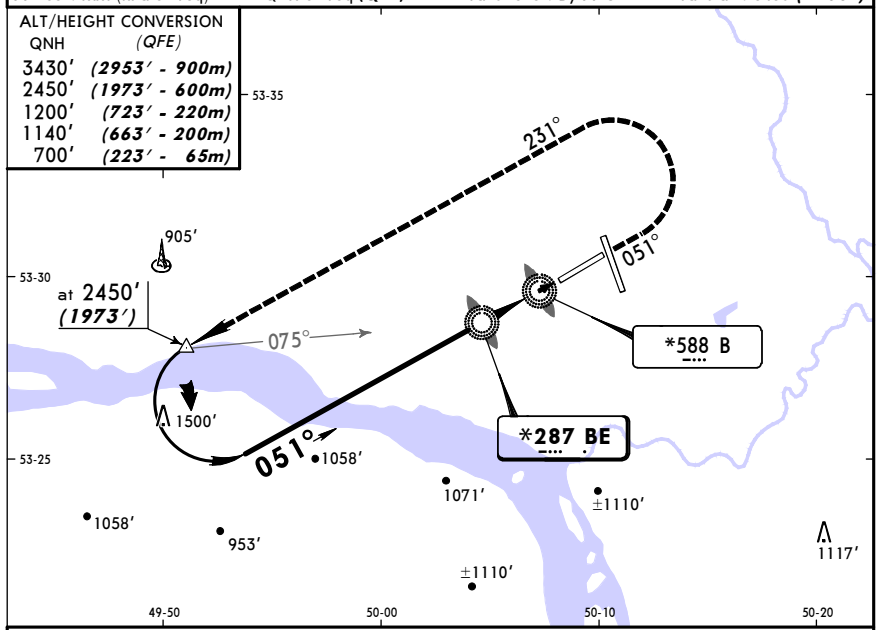


MSA ARP

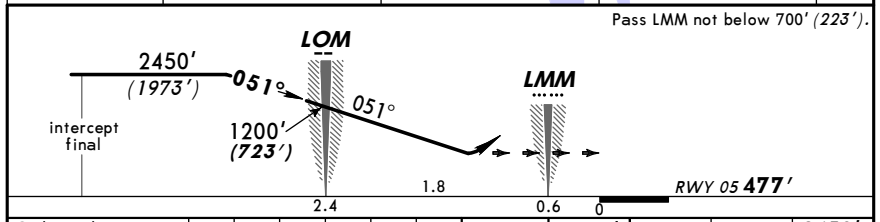
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3430′ (2953′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2953′ - 900m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)
700′	(223′ - 65m)



Pass LMM not below 700′ (223′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

1140′ (663′) on 051° | 231° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY 05

MDA(H) 890′ (413′)

PANS OPS

A	2400m
B	
C	
D	

CHANGES: ATIS.

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